


**Established February, 1845.**

PRICE, \$2 PER MONTH.

### Shipping

**Steamers.**

**SHIRE LINE OF STEAMERS.**

 Indian Steamship Co.  
chartered Steamer  
*Laja*,  
Captain MANN, will be despatched as above

Contents and value of the Packages must be declared.

FOR ILOILO AND SANDAKAN.  
The Co.'s Steamship  
*Amatista*.

General Managers.  
Hongkong, May 26, 1884. 87




The Steamship  
*Oxfordshire,*  
Captain JONES, will be  
despatched for the above

For Freight or Passage, apply to  
RUSSELL & Co.  
Hongkong, June 2, 1884.

CHINA NAVIGATION COMPANY,  
LIMITED.  
—  
FOR SYDNEY AND MELBOURNE.

LAND PORTS, and taking through Cargo  
to NEW ZEALAND; through Passage  
Tickets granted to PORT MORESBY,  
NEW GUINEA.)

 Captain VARDIN, will be despatched as above on the 18th Instant.  
This Vessel has unusually good Cakes

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

5

**NOTICE.**

—

FROM: CHIEF, NEW YORK OFFICE

PAQUEBOT POSTE FRANÇAIS.  
The Co.'s Steamship

SHANGHAI shortly after her arrival from Europe.

Hongkong, June 4, 1884.

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NOTICE.

MARITIMES.  
—  
PAQUEBOT POSTE FRANÇAIS.  
—

 Commandant BENO will be despatched to YOKOHAMA shortly after the arrival of the next French Mail from Europe.

Hongkong, June 4, 1881. 0

FOR NEW YORK.  
The 3/3 L.I.I. German Ship

For the above Port, and will  
have quick despatch.  
For Freight, apply to  
DESSLER & Co.

FOR SAN FRANCISCO.

will have quick despatch.  
For Freight, apply to

01/01/2004



## For Sale.

**MacEWEN, FRICKEL & Co.**  
No. 53, Queen's Road East,  
(Opposite the COMMISARIAT),  
ARE NOW LANDING  
FROM AMERICA

**CALIFORNIA**  
**COMPANY'S BISCUITS** in 5 lb  
tins, and loose.  
Soda BISCUITS.  
Assorted BISCUITS.

Small HOMINY.  
Cracked WHEAT.  
OATMEAL.  
CORNMEAL.

**TOPOCAN BUTTER.**  
Apple BUTTER.  
Eastern and California CHEESE.  
COPPISH, Boneless.  
Crème HAM and BACON.  
Eagle Brand Condensed MILK.  
Family BEER in 25 lb kegs.  
Peanut OIL in 5 lb cans.  
Butter's Dessert FRUIT in 25 lb cans.  
Assorted Canned VEGETABLES.  
Potted SAUSAGE and Sausage  
MEAT.  
Assorted PEPPERS.  
Assorted SOUPS.  
Richardson & Robinson's Celebrated Potted  
MEATS.

Lunch HAM.  
Lamb's TONGUES.  
Cran OROUNDER.  
Fresh ORGON SALMON.  
Dried APPLES.  
TOMATOES.  
SUCROTASH.  
Maple SYRUP.  
Golden SYRUP.  
LOBSTRAS.  
OYSTERS.  
HONEY.  
Assorted JELLIES.  
Green CORN.

## FAIRBANKS' SCALES.

400 lb. Capacity.  
600 lb. " "  
900 lb. " "  
1,500 lb. " "

**CORN BROOMS.**  
OFFICE HIGH CHAIRS.  
AXES and HATCHETS.  
**AGATE IRON WARE.**  
WAFFLE IRONS.  
SMOOTHING IRONS.  
**PAINTS and OILS.**  
TALLOW and TALK.  
VARNISHES.

DEVOE'S NONPAREL  
BRILLIANT  
KEROSENE OIL,  
150° test.

Ex late Arrivals from  
ENGLAND.  
A LARGE ASSORTMENT OF  
STOCKS,  
including:  
CHRISTMAS CAKES.  
PLUM PUDDINGS.  
MINCED MEAT.  
ALMONDS and RAISINS.  
Crystallized FRUITS.  
TAYLOR'S DESSERT FRUITS.  
Pudding RAISINS.  
Lente CURRANTS.  
Fine YORK HAMS.  
PICNIC TONGUES.  
CATE DE FOIE GRAS.  
SAVORY PATES.

**PIERCE PLUMS.**  
**BROWN**  
**LYONS' FOOD.**  
**CORN FLOUR.**

SPARTAN  
COOKING STOVES.

**HITCHCOCK HOUSE LAMP.**  
**PERFECTION STUDENT LAMP.**

**CLARET'S**  
CHATEAU MARGAUX.  
CHATEAU LA TOUR, pints & quarts.  
1883. GRAYES.  
BREAKFAST CLARET, " "  
" "

**SHERIDAN'S PORT—**  
SACON'S MANZANILLA & AMON-  
TILLADO.  
SACON'S OLD INVALID PORT  
(1848).  
HUNT'S PORT.

**BRANDY, WHISKY, LIQUEURS, &c.**  
1 and 3-star Hennessey's BRANDY.  
Bisquit Dubouché & Co's BRANDY.  
First Old Bourbon WHISKY.  
Kearney's LI. WHISKY.  
ROYAL GLENDEER WHISKY.  
BOORD'S OLD TOM.  
E. & J. DUNN'S IRISH WHISKY.  
Rose's LI. JUICE CORDIAL.  
NORLEY BEAT & Co's VERMOUTH.  
CLARET'S GINGER BRANDY.  
EASTERN CIDER.  
CHARTREUSE.  
MARASCHINO.  
ORANGEADE.  
ANGOSTURA, BOTTLED and ORANGE  
&c. &c.

**BASS'S ALE**, bottled by CAMERON and  
SANDERSON, pints and quarts.  
**GUINNESS'S STOUT**, bottled by E. &  
J. BURKE, pints and quarts.  
**DRAUGHT ALE and PORTER**, by the  
Gallon.  
**ALE and PORTER**, in hogsheads.

SPECIALLY  
CIGARETS.

Fine New Season's CUMSHAW TEA, in  
5 catty boxes.

**MILNER'S PATENT FIREPROOF  
BOXES, OIL and PAPER  
BOXES, at Manufacturer's Price**  
Hongkong, December 1, 1883. 1043

## Intimations.

**ROBT. SIM & Co's PATENT ANTI-  
FOULING COMPOSITION**  
as supplied to  
Her Majesty's Ship, The P. & O. S. N. Co.;  
The Japanese Government;  
Sole Agent, China, Japan, and Manila,  
EDWARD GEORGE.  
Hongkong, January 31, 1884. 188

**WILLIAM DOLAN,**  
**SAIL-MAKER & SHIP-CHANDLER,**  
22, PRINCE STREET.  
**COTTON DUCKS, HEMP CANVAS,**  
**MANILA ROPE, AMERICAN**  
**OAKUM, LIFE BUOYS,**  
**CORK JACKETS,**  
&c., &c., &c.  
Hongkong, May 1, 1882. 256

## NEWS FOR HOME.

**The Overland China Mail.**  
(The oldest Mail Paper in China.)  
PUBLISHED AT THE "CHINA MAIL" OFFICE  
IN TIME FOR THE ENGLISH MAIL.  
Containing from 70 to 84 columns of closely-  
printed matter.

THIS Mail Issue is chiefly compiled from  
the daily *China Mail*, is published  
twice a month on the morning of the  
English Mail's departure, and is a full  
review of each fortnight's current history  
of events in China and Japan, con-  
taining in original reports and collected  
from the journals published at the various  
ports in those countries.  
It contains Shipping news from Shanghai,  
Hongkong, Canton, &c., and a complete  
Commercial Summary.  
Subscription, 50 cents per Copy (postage  
paid 20 cents), \$12 per annum (postage  
paid \$12.60).  
Orders should be sent to GEO. MURRAY  
BAIRN, China Mail Office, 2, Wyndham  
Street, not later than noon of the day the  
English Mail steamer leaves.  
Terms of Advertising, same as in Daily  
China Mail.

**Mr. Andrew Wind,**  
NEWS AGENT, &c.  
133, NASSAU STREET, NEW YORK;  
is authorized to receive Subscriptions,  
Advertisements, &c., for the *China Mail*,  
*Overland China Mail*, and *China Review*.

**SAILOR'S HOME.**  
ANY Cast-off Clothing, Books, or  
Furniture will be thankfully received at  
the Sailor's Home, West Point.  
Hongkong, July 26, 1878.

## NOW READY.

**PRICE, \$1.00.**  
**COMPARATIVE CHINESE FAMILY LAW,**  
By E. L. PARKER.  
Can be obtained from KELLY & WELSH  
at Shanghai and Hongkong, at LANE  
CLARKE & Co., Hongkong, and at the  
China Mail Office.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:—  
ANDREW JACKSON, American ship, Capt.  
A. Palmer—Order.  
C. T. Hook, British steamer, Captain W.  
Jarvis—T. Howard & Co.  
GLENMAID, British steamer, Capt. John  
G. Wright—Stemmen & Co.  
STAR OF CHINA, British barque, Captain  
Charles Smith—Mellers & Co.  
WILLOWOOD, American barque, Captain  
Chas. A. Sawyer—Mellers & Co.

## Entertainment.

**THEATRE ROYAL,**  
**CITY HALL, HONGKONG.**  
**LAST GRAND CONCERT.**  
AS at the Two Last Concerts given by  
SIGNORA MARCHETTI,  
the attendance was small, she earnestly  
solicits the Patronage and support of the  
Public for her Final Concert, on  
**TUESDAY EVENING,**  
the 10th Instant.

Prices of Admission:  
Dress Circle and Stalls, \$2.  
Stalls (Back Seats), \$1.  
Tickets can be obtained at No. 12, HONG-  
KONG HOTEL.  
Hongkong, June 5, 1884. 939

## NOTICES TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship *Japan* having arrived  
from the above Ports, Consignees  
of Cargo are hereby requested to send in  
their Bills of Lading to the Undersigned  
for countersignature, and to take immediate  
delivery of their Goods from alongside.  
Cargo impeding the discharge will be  
landed and stored at Consignees' risk and  
expense, and no Fire Insurance will be  
effected.  
Consignees are hereby informed that all  
Claims must be made immediately, as  
none will be entertained after the 12th  
Instant.

**DAVID SASSOON, SONS & Co.,**  
Agents.  
Hongkong, June 6, 1884. 940

## UNION LINE.

FROM LONDON, PENANG AND  
SINGAPORE.

THE Steamship *Principia*, Captain KER-  
LEIGH, having arrived from the above  
Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading to  
the Undersigned for countersignature, and  
to take immediate delivery of their Goods  
from alongside.  
Cargo impeding the discharge of the  
Steamer will be at once landed and stored  
at Consignees' risk and expense, and no  
Fire Insurance will be effected.  
Optional cargo will be forwarded on to  
YOKOHAMA, unless notice to the contrary be  
given before Noon To-morrow, 3rd Inst.  
All Claims against the Steamer must be  
presented to the Undersigned on or before  
the 9th Inst., or they will not be recognized.

**RUSSELL & Co.,**  
Agents.  
Hongkong, June 2, 1884. 915

FROM GLASGOW, LONDON, PENANG  
AND SINGAPORE.

THE Steamship *Gloucester* having arrived  
from the above Ports, Consignees  
of Cargo are hereby informed that their  
Goods—with the exception of Opium—are  
being landed at their risk into the Godowns  
of the Undersigned, whence and/or from  
the Wharves or Boats delivery may be ob-  
tained.  
Optional Cargo will be forwarded un-  
less notice to the contrary be given before  
Noon To-day, the 2nd June.  
Cargo remaining undelivered after the  
9th Instant will be subject to the Captain's  
order. No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**JARDINE, MATHESON & Co.,**  
Hongkong, June 2, 1884. 910

## Vessels Advertised as Loading.

Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Anney and Tamsui	Fokien (s)	P. Ashton	Douglas LaPraik & Co.	June 10, at 4 p.m.
Bangkok	Taklong (s)	James Jordan	Yuen Fat Hong	June 10, at 8 a.m.
Bombay, via Saigon	Rhiva (s)	Hamlin	Russell & Co.	June 10, at 3 p.m.
Huili and Sandakan	Anatolia (s)	Thompson	Batterfield & Swire	June 10, at 5 p.m.
Louisa, via Suez Canal	Ulysses (s)	Rapatel	Messageries Maritimes	About June 11.
Marseilles, &c., via Saigon	Oxus (s)	Jones	Russell & Co.	June 12, at noon.
New York, via Suez Canal	Oxfordshire (s)	Schmidt	Russell & Co.	June 10.
New York	Anna	McAllister	Russell & Co.	quick despatch.
San Francisco, via Yokohama	City of Peking (s)	McAllister	Russell & Co.	quick despatch.
San Francisco	Don Enrique	McAllister	Russell & Co.	quick despatch.
Shanghai	Puho (s)	Delpech	Messageries Maritimes	quick despatch.
Singapore, Penang and Calcutta	Wingsang (s)	J.A. de St. Croix	Jardine, Matheson & Co.	June 14, at 3 p.m.
Swatow, Amoy and Fuchow	Thales (s)	Pouchox	Douglas LaPraik & Co.	June 8, at 9 a.m.
Swatow, Amoy and Fuchow	Nansea (s)	Pitman	Douglas LaPraik & Co.	June 11, at noon.
Sydney and Melbourne	Lava (s)	Chas. Livingston	Chas. Livingston & Co.	June 14, at 4 p.m.
Sydney and Melbourne	Manila (s)	Vardip	Batterfield & Swire	June 18.
Yokohama	Menzeloh (s)	Bancroft	Messageries Maritimes	quick despatch.
Yokohama and Higo	Radnorshire (s)	Rickard	Adams, Bell & Co.	quick despatch.

## SHARE LIST.—QUOTATIONS.

JUNE 7, 1884.

Stocks.	No. of Shares.	Value.	Posi- tion.	Per Last Report.	Last Dividend.	Closing Quotations, Cash.
<b>BANKS.</b>						
Hongkong and Shanghai Bank Corporation	50,000	125	125	54,063,361.65	57,645.23	£2 0 s.
<b>INSURANCES.</b>						
North China Insurance Company, Limited	5,000	200	50	First year	12	75
Yongkang Insurance Company, Limited	8,000	220	25	50,000	12	75
Union Insurance Society Company, Limited	2,000	1,820	125	500,000	575,301.09	£18.20
China Traders' Insurance Company, Limited	24,000	85.35	25	600,000	107,411.65	22
Canton Insurance Office Company, Limited	10,000	250	50	55,000	10	100
Chinese Insurance Company, Limited	1,000	1,000	200	23,711.50	Credit balance	100
Hongkong Fire Insurance Co., Limited	8,000	250	70	885,000	35,163.20	8042
China Fire Insurance Company, Limited	20,000	100	20	516,978	255,231.00	805
<b>STEAM COMPANIES.</b>						
H.K. C. and M. Steamship Co., Limited	8,000	100	75	215,000	53,691.80	6
Indo-China S. N. Co., Ltd. 50,000 sh. issued	18,337	10	10			25
China and Manila S. S. Company, Limited	3,500	100	all			par.
<b>MISCELLANEOUS.</b>						
Hongkong & Whampoa Dock Co., Limited	2,000	125	100	18,000	4,551.58	4
H.K. and China Gas Company, Limited	500	10	10	8,552.17	12	58
<b>New Shares.</b>						
Hongkong Hotel Co., Ltd. 3,000 sh. issued	1,000	50	50		83	145
China Sugar Company, Limited	9,000	100	100	6,629.70	4	116
Hongkong Ice Company, Limited	1,250	100	100	24,250	543.83	110
Hongkong Bakery Company, Limited	600	60	60	6,000	656.32	110
Union Sugar Company, Limited	2,000	100	100		4,000.65	100
Peak Tin Mining & Smelting Co., Limited	3,000	50	all		First year	199
Selangor Tin Mining Co., Ltd. of Shanghai	2,500	100	all		do.	8300
<b>LOANS.</b>						
Chinese Imperial 1874	6,276	100	all		June 30 Dec. 31	par.
" 1877	1,137	100	all		Feb. 28 Dec. 31	par.
" 1878	3,839	500	all		April & October	par.
" 1881	8,553	500	all		June & Dec. 10	par.
Sugar Debentures, 1880	600	500	all		June & Decem	2

## NOTICES TO CONSIGNEES.

**INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.**  
FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship *Leonor* having arrived  
from the above Ports, Consignees  
of Cargo are hereby requested to send in  
their Bills of Lading to the Undersigned  
for countersignature, and to take immediate  
delivery of their Goods.  
Cargo impeding the discharge will be  
at once landed and stored at Consignees'  
risk and expense.

**JARDINE, MATHESON & Co.,**  
General Managers.  
Hongkong, June 3, 1884. 924

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship *Gloucester* having arrived  
from the above Ports, Consignees  
of Cargo are hereby requested to send in  
their Bills of Lading to the Undersigned  
for countersignature, and to take im-  
mediate delivery of their Goods.

Cargo impeding the discharge will be  
at once landed and stored at Consignees'  
risk and expense.

**JARDINE, MATHESON & Co.,**  
General Managers.  
Hongkong, June 2, 1884. 911

## To-day's Advertisements.

**INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.**

FOR SINGAPORE, PENANG AND  
CALCUTTA.

The Co.'s Steamship  
Capt. A.A. de St. Croix,  
will sail for Hongkong, at 3 p.m.  
above Ports on SATURDAY, the 14th  
Instant, at 3 p.m.

This Steamer has superior First-class  
Passenger Accommodation specially con-  
structed to meet the requirements of tropical  
climates.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
General Managers.  
Hongkong, June 7, 1884. 949

COMPAGNIE DES MESSAGERIES  
MARITIMES.

**NOTICE TO CONSIGNEES.**

CONSIGNEES of the following Cargo  
are requested to send in their Bills of  
Lading to the Undersigned for counter-  
signature, and to take immediate delivery.  
This Cargo has been landed and stored at  
their risk and expense.  
No Fire Insurance has been effected.

Ex *Djennah*.  
SW (in dia.), 5647, one case.

Ex *Oxus*.  
S & C, 15599/15603—5 cases Dyes, Order,  
from Marseilles.

S & C, 15772, 1 case Dyes, Order, from  
Marseilles.

**I. MARTIN,**  
Acting Agent.  
Hongkong, June 7, 1884. 943

## SHIPPING.

**ARRIVALS.**  
June 6, 1884:—  
*Alvina*, German steamer, 400, Moos,  
Quinhay May 31, Heliow June 5,  
General—Wing & Co.

June 7:—  
*H.I.C.M.S. Chusan*, 550, Tang Yew, Foo-  
chow June 2.

*China-tung*, Chinese steamer, from Canton.  
*Nansea*, British steamer, 863, Geo. D.  
Pitman, Foochow June 3, Amoy 4, and  
Swatow 6, General.—DOUGLAS STEAMSHIP  
Co.  
*Menzeloh*, French steamer, 1,276, Benoit,  
Yokohama June 1, Mails and General.—  
MESSAGERIES MARITIMES.

## DEPARTURES.

June 7:—  
*Triumph*, for Heliow.  
*Antos*, for Heliow.  
*U.S.S. Monoway*, for Shanghai.  
*Marika*, for Victoria, B.C.  
*Esmeralda*, for Swatow, &c.  
*Don Juan*, for Amoy and Manila.  
*Thibet*, for Nagasaki, &c.  
*Crisider*, for Chefoo.  
*Bongio*, for Nagasaki.  
*Kung-pai*, for Shanghai.

## CLEARED.

*Sith*, for Saigon.  
*Taklong*, for Bangkok.  
*Daniel*, for Amoy.  
*Leonor*, for Keelung.  
*Thales*, for Swatow, &c.  
*Masalia*, for Mantou.  
*Nan-cian*, for Haiphong.

## PASSENGERS.

ARRIVED.  
Per *Alvina*, from Quinhon, 12 Chinese.  
Per *Nansea*, from Canton Port, Messrs.  
Tow See Seng and Yee Hock Chow, and  
108 Chinese.  
Per *Menzeloh*, from Yokohama, Mr. Da-  
vidson, sister and family, Mr. Atwell, Miss  
O'Donnell, and Mr. W. Scott.

DEPARTED.  
Per *Thibet*, for Yokohama: from Hong-  
kong, Mr. J. M. Armstrong; from London,  
Messrs. A. F. Benson, J. Springer, G.  
Wellmann and A. Ahrens, and Mrs. Mur-  
ray's family: from Brindisi, Mr. C. S. Ham-  
mond, and Mr. W. Scott.

Per *Triumph*, for Heliow, 20 Chinese.  
Per *Marika*, for Victoria, B.C., 145 Chi-  
nese.  
Per *Esmeralda*, for Amoy and Manila, 2  
Europeans, and 80 Chinese.  
Per *Don Juan*, for Amoy and Manila, 1  
European, and 60 Chinese.  
Per *Kung-pai*, for Shanghai, 1 European.

TO DEPART.  
Per *Taklong*, for Bangkok, 20 Chinese.  
Per *Leonor*, for Keelung, 1 European,  
and 2 Chinese.  
Per *Thales*, for Swatow, &c., 100 Chinese.

## SHIPPING REPORTS.

The British steamer *Nansea* reports:  
Left Pouchong on 3rd, Amoy on 4th, and  
Swatow on 6th inst., and experienced fresh  
and moderate N. and E. winds with fine  
weather throughout. In Keelung S. S.  
Kilney, *Winglung*, *Gloucester*, *Cleopatra*,  
*Ulysses*, *Suez*, and *Swatow*. In Amoy S. S.  
*Pekin*, and H.B.M.S. *Sirif*. In Swatow:  
S. S. *Catmon*, *Taiwan*, *Fushan*, *Chi*  
*Tsun*, and *Kelung*.  
The French steamer *Menzeloh* reports:  
Fine weather throughout.

## POST OFFICE NOTICES.

**MAILS will close:—**

For SWATOW, AMOY, AND TAIWAN—  
SWATOW.  
Per *Thales*, at 8.30 a.m., on Sunday, the  
8th inst.

For HOIHOW AND HAIPHONG.—  
Per *Nan-cian*, at 9 a.m., on Sunday, the  
8th inst., instead of as previously  
notified.

For BANGKOK.—  
Per *Taklong*, at 7.30 a.m., on Monday,  
the 9th inst.

For STRAITS AND BOMBAY.—  
Per *Kilney*, at 2.30 p.m., on Tuesday,  
the 10th inst., instead of as previously  
notified.

For AMOY AND TAMSUI.—  
Per *Pekin*, at 3.30 p.m., on Tuesday,  
the 10th inst.

For SWATOW, AMOY, AND FOCHOW.—  
Per *Nansea*, at 11.30 a.m., on Wednes-  
day, the 11th inst.

For STRAITS AND CALCUTTA.—  
Per *Winglung*, at 2.30 p.m., on Saturday,  
the 14th inst.

**MAILS BY THE UNITED STATES PACKET.**  
The United States Mail Packet *Arabia*, will  
be despatched on MONDAY, the  
9th June, with Mails for Japan, San  
Francisco, the United States, Canada,  
Honolulu, Peru, &c., which will be  
closed as follows:—  
2.15 p.m. Registry closes.  
2.30 p.m. Post-Office closes, but Corre-  
spondence may be posted on board the  
Packet with *Late Fee* of 10 cents extra  
Postage until the time of departure.

**MAILS BY THE FRENCH PACKET.**  
The French Contract Packet *Oxus*  
will be despatched on THURSDAY,  
the 12th June, with Mails for the  
United Kingdom, Europe, and places  
beyond, via Naples, to Saigon, Straits,  
Seydlitz, Batavia, Borneo, Ceylon,  
the Australian Colonies, Pondichery,  
Madras, Calcutta, Aden, Mauritius,  
Egypt, Malta, and Gibraltar.  
The usual hours will be observed in closing  
the Mails, &c.

**MAILS BY THE UNITED STATES PACKET.**  
The United States Mail Packet *City of*  
*Peking*







## AN IDYL.

Arabella was a school girl—  
So was Sally Ann,  
Hasty pudding can't be thicker  
Than two school girls can.

These were thick as school girls can be,  
Dressed like love-they were,  
Vowed that naught on earth should part  
Them.

They grew up as school girls will do,  
Went to parties, too,  
And as of olden times happened,  
Sisters came to woo.

As fate or luck would have it,  
One misguided man  
Favored blue-eyed Arabella  
More than Sally Ann.

And, of course, it made no difference  
That the love was not true,  
That he could not wed two women,  
Though they wished it much.

So a coldness rose between them,  
And the cause—a man,  
Cold was Arabella—very—  
Colder Sally Ann.

Now they call each other "creature,"  
What is still more sad—  
Hells, though she won the treasure,  
Wishes Sally had.

—*Wendy Osborn.*

## THE JAPANESE IN NEW YORK.

The Japanese in New York constitute a little colony by themselves. They are mostly merchants engaged in the importation of raw silk, tea, lacquer ware and other goods, or are engaged in official positions as students in some of our colleges. All told, there are probably thirty-five persons, one of the number, and but one, being a lady, the wife of the Japanese Consul. They have a club room on Sixth Avenue, near Twenty-first street, and here they assemble like a happy family after the business hours of the day, for the interchange of views and to keep pace with the progress, which they recognize as a part of their own. Most of these Japanese gentlemen on Broadway and you will find that he has thoroughly adapted himself to the customs of our people. With his black hair eyes and olive complexion, small feet and hands, he resembles you a Cuban, while in his dress he is the embodiment of the best of current taste, and in his deportment the *bona fide* of a gentleman. Their business is conducted in accordance with the best European and American methods, a system which they acquired before leaving home as the sons of large merchants and the heads of mercantile departments. Their bank, the Yokohama Specie Bank, which Mr. Tokumichi Tokumichi is the agent, affords the means of direct exchange and as one of the wealthiest corporations in this city, having a capital of \$4,000,000. An inquiry at the institution revealed the fact that a considerable number of American and German men have taken up their abode in New York, and that their business through this medium. There are branches of the institution in London, San Francisco, Hamburg, Melbourne, Australia and other cities. The officials are, of course, Japanese, but they speak the English language fluently. The Japanese is likewise time of the merchants and their clerks in the business establishments, but as a rule there is also among the attaches an American book-keeper.

One of the peculiarities of the Japanese is that whatever you find him he has an eye to business. He is a man of the nation has taken her place among the great Powers that are moving abreast on the tide of civilization, and whatever conduces to his own or his people's welfare is a part of his study. It is for this reason that you will find him well-versed in everything New York politics, and a patron of the mechanical, agricultural and railway magazines, and of general literature. He converses, in short, like a well-educated gentleman, and is better posted on practical subjects than half of our own people.

JAPANESE MANUFACTURES.  
"Are there many Japanese business houses in this city?" asks the reporter.  
"There are several. Among them in this city are two silk establishments, branches of the Doshin and Yamato companies, and four firms engaged in the importation and sale of porcelain, lacquer ware, fancy goods and everything else also Japanese houses in Boston, Chicago and San Francisco, besides many other places where our merchandise is sold by Americans or foreigners who have their representatives in the Empire."

"What, in your judgment, is the most valuable article of importation?"  
"I should say raw silk. In fact, it is the principal export from Japan, and constitutes nearly three-quarters of the total merchandise exported. Although this trade comprehends hardly anything but raw silk and silkworm eggs, the manufacture of silk fabrics has attained a very high degree of perfection, which is all the more to be appreciated as the spinning and weaving machinery is far from being as perfect as that in America and Europe."

"What is the amount of the importation of the raw silk?"  
"Roughly estimated, I should say, about twelve thousand bales per annum, but of course this sum varies from year to year. Each of these bales weighs 120 pounds and contains twenty-five 'bales' or 'hundreds,' each of which in turn contains thirty skeins. It is brought from different districts to Yokohama. The factories also buy the cocoons and reel for themselves according to the size it is desirable to put on the market. Cocoons are frequently sent out to the families of the small farmers, who do their reeling by hand in the manner which I have described, and in many instances the farmers raise their own cocoons and dispose of the results to the commission merchants."

"Does the price of this material vary much?"  
"It does at times. For instance, in 1870, the China crop being short, the silk market went up until the price per picul (about one hundred and thirty-three pounds) was 1,300 Mexican dollars. In about three months it went down to \$100. The demand on the part of the manufacturers had suddenly decreased. The present price per picul ranges from \$450 to \$650, according to the quality. You will probably understand that there are certain grades of goods to which Japanese silk gives the life and elasticity. On the other hand, there is a kind of goods in which it cannot be used to advantage, as, for instance, twist, such as is used for buttonholes, but the finest goods grain and handkerchiefs are made from Japanese silk. The drawback to a perfect crop among us is principally the weather, but in France, Italy and China the worms are affected by a peculiar disease which destroys them for the first year."

A JAPANESE WAREHOUSE.  
A visit to a wholesale Japanese store is not without curious interest. The clerks in attendance are young men, usually under thirty years of age—a much older one in America is a rare sight—and with

almost womanly gentleness describes the various articles of virtue or use in the establishment. Unlike our own people they never press anything on an unwilling customer. On the contrary, they are the essence of politeness and act as if you were doing them a favor, which it is out of their power to refuse. The shelves and counters present the appearance of a museum, everything being novel in colour, form and method of construction, the array of porcelain, stone ware, vases, statuettes, heavily lacquered furniture, smaller objects, such as tea sets, trays, secretaries and secretaries are representative of the best work of the Empire, and show the wonderful skill of the manufacturers, while the display of fans and umbrellas—the national institutions of Japan—the quaint dolls, hair pins, tortoise shell ornaments and a thousand articles of bric-a-brac arrest the eye by the neatness of their workmanship and the harmonious combination of bright colours. Even the commonest objects are made attractive.

You learn in conversation with the intelligent clerk that the lacquer which enters so generally into Japanese use is the product of a tree, and requires but few mechanical operations to prepare it for the work to which it is applied. It is said to be superior to iron in the bark after the sun dries, and is a white, milky substance, but darkens when exposed to the air, and gradually assumes a dark brown and almost black colour. Additional incisions are made every three or four days, until the tree being covered, it is cut down at the end of the season, and the wax is submitted to further treatment. This consists of the introduction of coloring matter, gold leaf, shell, pearl, and whatever may be desired for ornamental purposes. It is then applied in successive layers and allowed to dry. The process of hardening takes place in a dark and damp atmosphere. The finest lacquer is made in Tokyo, while the cheaper articles are manufactured in the interior. The art is already more than a thousand years old, and pieces of that age are said to be still intact in Japan. Owing to its durability, it may be used for all sorts of domestic implements, even those that are subjected to great heat, and is also applied to walls, ceilings, staircases, columns and, in fact, wherever beautiful decoration is desired.

ARRIVAL IN ENGLAND.—When advised by letter before our departure, we were to take the steamer, and at once clear baggage, thereby saving the heavy expenses of cartage and the loss of a few days. The parcels, packages and goods should be prepared. PARCELS, PACKAGES AND GOODS received by us and forwarded by next outgoing vessel or by route most advantageous to clients. Insurance and all information given to clients at home as to mode of packing necessary, proper address &c. See Payments.

GOODS purchased at lowest rates in the London markets. Orders executed for any article, however small, and delivered in London, in freight it is advisable to ship orders as much as possible. Any article received for repairs and returned at earliest. See Payments.

PAYMENTS must be made here in England, either privately, through a bank, or by credit arranged in Hongkong, to be drawn against here in London. Shipping documents and invoices attached handed over against payment of account.

MISCELLANEOUS.—We will carry out any description of miscellaneous business which requires attention in our office. Prices of any special articles forwarded if requested. Orders for the Co-operative Stores received, executed and shipped.

To show in some measure what we can do with regard to inclusive prices we give below the following:

THE 2nd Machine, £420.  
Despatched by first steamer on receipt of draft. I have had my Carriage 14. 10s. Machine in constant use for five years and will never be without one again. From Clayton City Servant.

THE ALYBURY CART.—Made by H. F. T. Baker to the Rockingham Duke of Buckingham &c. In three sizes, loaded in Hongkong, duty and all charges paid, securely packed in wood and insured against all risks.

THE ALYBURY CART.—Made by H. F. T. Baker to the Rockingham Duke of Buckingham &c. In three sizes, loaded in Hongkong, duty and all charges paid, securely packed in wood and insured against all risks.

AMMUNITION.—Cartridges, cases, felt, caps, shot of all sizes and all other requisites except powder, purchased direct from Blays, 15% Discount allowed upon cash orders.

CHURNS.—We can strongly recommend Messrs F. Bland & Sons' churns, having shipped many of them abroad. Always heard good accounts of them. The "Keeper's Gun," a central fire breech loader, hammer out of line sight, patent breech, fastener, reloading lock, English data barrels in 10, 12, 20, Bore. Price £5 6s. with choke bore barrels 21 extra. Hundreds of testimonials strongly recommending this gun, home and abroad.

SPORTING REQUISITES of every description purchased—India rubber boots, India rubber sheets, tents of every size, canopies, camp furniture—the finest patterned as to price, convenience, &c. furnished.

WIRE SPRING MATTRESSES.—The complete case, the luxury, the cleanliness, comfort, of these mattresses are as yet little known abroad. We showed them to a gentleman just returning to Ceylon, he took out three, and now writes us "Bea a complete success, everyone is here in their praise and in a short time I believe no others will be used." These wire mattresses do not sag in the middle as some of earlier construction: they are stretched on a Pitch Pine frame, most easily taken to pieces, can be put together again in a few minutes, weight 69 lbs. (6 ft. 2 in. by 3 ft. 6 in.) Packed into 3 cubic feet, strong, allows complete adaptation to the form of the body, deliciously cool, yet comfortable and, exceedingly like a feather bed. Two people can move about without inconvenience either sleeping, or sitting up, and complete isolation is obtained. They fit on to my bed, converting the most ancient wooden bedstead into an elastic luxurious couch. Made in size, from 6 ft. 2 in. by 2 ft. 6 in. to 6 ft. 2 in. by 6 ft. 2 in. Nine different breadths. When taken to pieces they pack up as above, and can be cheaply shipped. We ask for a trial of one of the greatest comforts of modern times. Lists with full particulars sent on application.

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I. MARTIN,  
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